

18225 Rose Street  
Groveland, FL 34736

10/28/2021

The Platte Enterprise  
PO Box 546  
Platte, SD 57369

Rail to Trail thoughts from afar

The proposed Tabor to Platte Rail to Trail meetings and progress have been well covered by The Platte Enterprise. I read the paper from Florida as my adopted mom grew up in Platte (Janice Brummel). (Please note: You can skip this first paragraph.)

Please encourage your friends and neighbors to be open minded about this decades old yet radical rail to trail concept for Platte to Tabor. I live in formerly rural Florida west of Orlando. We are near a Rail Trail called the Van Fleet Trail. The local residents had the foresight to begin with a clay trail in 1992, then paving the 8 foot wide trail from 1995 to 1997. Today this would be impossible as growth, progress, and budget challenges would prevent the completion of the trail.

Please consider your current and future residents as you evaluate this opportunity. The Van Fleet trail is straight and flat for a casual rider like me to ride while enjoying the wildlife and views. The Van Fleet trail is 30 miles long which allows my triathlete wife to ride for 2-4 hours uninterrupted. The Van Fleet trail provides a safe and largely shady path through what has become a wildlife viewing destination within swamps and cattle ranches. Whether you want to see endangered animals, bird watch, or see swamp life, it is all there along the margins and above the trail.

While I don't understand riding a bike at 20 MPH for 40 miles and you may not understand casually pedaling along counting endangered gopher tortoises or looking for alligators some of your friends, neighbors, or future generations might.

May I suggest that you not miss the opportunity to add this long term, low cost, and beneficial amenity to your community?

Marty Proctor  
Groveland, FL

To whom it may concern,

I am writing in regard to the "Tabor to Platte Rail to Trail" proposal. It is my hope to share some insight on the matter. Having grown up very close to this proposed and then becoming a 10-year resident of Rapid City, this matter is important to me. As an avid hiker and trail runner, I can attest to an entire community that actively travels throughout the Midwest to experience its trail systems. If not for the substantial health and mental benefits that come from experiencing the outdoors, one should weigh the financial gain that comes from those who travel to experience it these trails. Additionally, campgrounds near the Missouri River have experienced an unprecedented growth during the past 2 years. This has undoubtedly been observed in the local communities. By not providing these campers or the numerous hiking/running/biking enthusiasts across the country with a proper trail experience, we are simply allowing their dollars to go to the communities that do offer these experiences.

As a former resident of Rapid City and someone who has personally observed the numerous benefits that come with a good trail system, I urge you to progress this proposal. Thank you for your considerations.

Best regards,

Dr. Jevin Meyerink

**From:** [Sam Nachtigal](#)

**Sent:** Monday, November 29, 2021 9:53 PM

**To:** [rfoley9147@gmail.com](mailto:rfoley9147@gmail.com)

**Subject:** Support for Rails to Trail

I am a farmer in Charles Mix County and am so enthusiastically in support of your Rails to Trails Platte to Tabor that I am willing to donate trail easements in two locations. One just west of Platte city limits for approximately one quarter mile in length but on each side of the drainage area that travels towards Lake Platte. Lake Platte being 2 miles away. If we can just get a start on this trail the rest would fall in place.

Then the second easement would be three quarters mile south of Platte along the county highway on our property then turning east for approximately one half mile to the prairie road to connect to the existing rail line. It is an effort to keep trail enthusiast off major highway 44/50 and off one mile of gravel. This would allow the trail users to travel the same surface for nearly the entire route and keep users away from automobile traffic.

The whole project is worthy and I strongly support it.

Sam Nachtigal



Dec. 15, 2021

South Dakota Rail Board and South Dakota DOT,

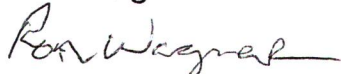
Discussion has occurred with the Friends of Tabor to Platte Rail to Trail for only doing a feasibility and not include the five mile demonstration trail. District III has advised us that EDA grant funds for only a feasibility study is available and Rail Board approval is not needed for a stand-alone study request. Our request for only a study is \$100,000 and contains a 40% match provision, or less with a qualified grant application partner. District III would prepare our grant proposal and compose the study requirements. Prior concerns and questions raised by the Rail Board and at Public Meetings will of course be included. Additionally, we would invite the Rail Board and the SDDot to provide input for developing a specific study requirements.

District III, if the EDA grant is awarded, would administer the grant, help solicit bids from qualified entities to conduct the study, and assist in selecting the contractor. A decision from the EDA is expected within 60 days of submitting the grant application. If awarded, the contractor should be selected, hopefully by mid year, and the study completed a year hence, or by mid 2023 in the most optimistic case.

The study drives the formal Trail Plan. We would, of course, keep the Rail Board and SDDoT informed as the process develops. If the EDA grant is not awarded, we would likely seek other funding for a study and follow a similar decision path.

We thank you, Secretary Jundt and Mr. Dokken, on behalf of the Tabor to Platte Rail to Trail board members, for your interest in our proposal and for your indulgence.

Ron Wagner



Co Chairman of Friends of Tabor to Platte Rail to Trail